

The TSM roadway improvements typically are effective in solving site-specific capacity and safety problems in urban areas. These types of improvements will not address the long-term inability of existing US 17 to serve as an Intrastate Highway or a Strategic Highway Corridor.

2.2.1. Operational Improvements

Examples of operational improvements include traffic law enforcement, turn prohibitions, access control, speed restrictions, signal coordination, and adjustments to signal timing or phasing. Operational TSM strategies considered for the project are discussed below.

Turn Prohibitions or Turning Lanes. US 17 is a two-lane facility. A median would prohibit left-turning movements, but additional right of way would be required to construct the median and relocate one of the driving lanes. Limiting left turns would do little to improve the capacity of the existing roadway.

Speed Restrictions and Law Enforcement. Operational measures such as speed restrictions and increased law enforcement are often useful in addressing some safety issues. The existing speed limit along most of US 17 is 55 miles per hour. The lack of signalized intersections and the essentially straight alignment of the highway allow drivers to achieve speeds in excess of the speed limit. During peak hours, speed is controlled by the heavy volumes of traffic. Restrictions on speed would not improve capacity along US 17.

Traffic Signals. Only one intersection along US 17 is currently signalized. Traffic volumes at cross streets are not high enough to warrant signalization. Signalizing other minor street intersections along US 17 would not substantially disperse the side-street traffic or reduce congestion.

2.2.2. Physical Improvements

Examples of physical improvements include adding turn lanes, realigning intersections, improving warning / informational signs, and improving intersection geometry. Physical improvement TSM strategies considered for the project are discussed below.

Intersection Geometric Improvements. There are no locations where the existing pavement can be restriped to provide additional lanes of sufficient length to provide substantial benefits for improved traffic flow.

Improved Signage. New and improved warning or informational signs would not be effective at solving the problems along existing US 17. Crash patterns for US 17 are indicative of